ADDITIONAL DELEGATES

YESTERDAY'S SESSION.

R. C. Skelton's Paper Shed Light on Western Roads in Comparison.

EARLY ROADS.

WHAT A HORSE CAN DO.

# RAISE SALARIES NOW THE SLOGAN

Thomas Hobday Heads the List Of Applications for More

WANTS \$1,200 A YEAR MORE.

General Scramble All Along the Line Before the Board of Estimates And Apportionment.

Thomas Hobday, superintendent of waterworks, who went around among that he didn't want the job again, has evidently changed his mind. When he evidently changed his mind. evidently changed his mind. When he appeared before the board of estimates and apportionment today he asked for a raise of \$1,200 a year in his salary, making the position pay \$3,000 a year. Up to date Hobday has shown more nerve than any other department official. In his recommendation, Hobday asked the board to increase the salary of E. B. Kneass, chief deputy, from \$1,200 to \$1,500 a year. Kneass knows more about the waterworks department than Hobday and all the rest of the administration, so Hobday evidently figured that if he was worth \$1,200 more to the city, Kneass was worth about \$300 with all his knowledge of the waterworks system. Hobday also requested the board to raise the salary of Joe Cohen, the storekeeper for the department, to \$900 a year, which would give him an increase of \$120. He also declares that the assessors of water rates ought to receive a raise, making their salary \$90 a month.

Since Hobday decided that he wanted the the hobday decided that he wanted that the patroling of the canyons be transferred into his jurisdiction and taken from Frank Matthews, land and water commissioner. This would give Hobday more men and make it appear that he could earn a \$3,000-a-year salary.

Frank Matthews, the land and water. reared before the board of estimates

Frank Matthews, the land and water

ary.

Frank Matthews, the land and water commissioner, was not backward in his recommendations, despite the fact that the work of his office has been reduced considerably. Matthews bobs up before the board of estimates and apportionment, asking for an increase in is salary from \$1,200 to \$1,500. The rest of his employes do not appear to need an increase in their salary.

City Treasurer Gideon Snyder has asked that some of his employes be given an increase of from \$2,50 to \$5 a month. The entire increase in his salary list which he recommends is \$732 a year. Last year his salary list was \$10,448.66, and now he wants it increased to \$11,180.86.

The board of estimates and apportionments is seriously considering the abolishment of the park commission. In this department \$20,000 was spent last year and nothing much was accomplished Park Commissioner Heath is feeling a little anxious about the situation and there are several other officials who are sitting on the same fence.

#### CHECKING UP ON CHINESE.

U. S. Inspector Returns From Trip to Wyoming and Talks on Weather.

the local immigration bureau, returned this morning from Rock Springs, Wyo, where he has been investigating the case of LeeYing Duk, a Chinese merchant who desires to return to China for a visit. Friday Mr. Hise goes to Park City, where he will look at the papers of one Ding Lu Hing, a merchant, who asks the government to allow his son to come to him from San Francisco, where he is being held pending investigation.

"Wyoming has had one of the severest winters in its history," said Mr. Hise this morning. "The sheep are in very bad shape and the losses have been very heavy. The snow is and has been deep, and the cold has been intense. The range food has not been obtainable and many of the large outfits have not had winter food. Should the present conditions continue the loss is going to be something tremendous."

### FOREST DALE OFFICERS.

Milton Bennion Succeeds George E

officers Wednesday night at Forest Dale, when Milton Bennion succeeded George E. Woolley as president of the George E. Woolley as president of the town board, and Dr. Joseph F. Mer-rill, of the University of Utah, and Archibald Freebatrn were sworn in as new members of the board. The re-tiring members are Mr. Woolley and Theodore Tobiason. Both of these have held office for six years. The holdover members of the board are F. W. Cope and George J. Silver.

#### FLAX GROWING.

Widespread Interest Manifested in Proposed Revival of Old Industry.

A home industry meeting has been called to convene at the Murray city

A home industry meeting has been called to convene at the Murray city hall, at 8 o'clock, Feb. 2, at which the subject of the flax industry of southern Utah will be discussed, the object being to induce the people to form a company, or companies, to build mills for the manufacture of linseed oil, oil cakes, oilcoth, linoleum, linens and other products from the Utah flax.

It has been proven that a good quality of flax may be grown in the southern part of the state.

A letter from W. J. Jarvis of Santaquin, dated Jan. 24, 1910, gives further information along this line. He says:

"Everybody with whom I talk seems eager to see the industry started and they want the Jute mill built here. They all want some seed to try this summer, all seeming satisfied that flax will growhere. One of our school teachers says he can remember the time when flax was successfully grown in Sait Lake valley, but at that time there were no mills to convert it into oil and other products, so it did not pay. All we need is the factory.

"The people seem willing to donate a tract of five acres of ground in order to induce the building of the mill at Santaquin. It now looks as if there will be quite a number of bushels of the seed planted here this season."

#### WOOLEN MILLS MEETING.

Shareholders Gather in Provo Today And Decide to Sell Property.

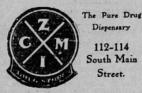
(Special to The News.)
Provo, Jan. 21.—At a meeting of the shareholders of the Provo woolen mills held here today a resolution was adopted calling for the sale of the property to the highest bidder, the bids to be advertised for for a period of 20 days.

# Sick room necessities

#### of every description

Thermometers, Bandages, Medicated Cotton, Thermos Bottles, etc. If you have forgotten anything call us up. Special attention given to quick delivery.

Both Phones 148.



South Main

Dispensary

112-114

#### PRESIDENT WINDER BETTER.

Passed a Comfortable Night and Is Today Reported Better.

The condition of John R. Winder of the first presidency, who was stricken Wednesday with an attack of pneumonia following a chill of the previous day, is reported this afternoon as being very satisfactory, he having passed a comfortable night. Dr. Seymour B. Young was in attendance this morning.

#### LATE LOCALS.

Mrs. Swart Recovering—Mrs. H. E. Swart, daughter of Mr. and Mrs. William Roach of Parley's canyon, is reported to be recovering rapidly from the operation she underwent at the Dr. Groves L. D. S. hospital Monday.

Mrs. Ronney Meets Accident—Mrs. Miles A. Ronney of the Twentieth ward fell yesterday on the lee near her home on D street and broke her arm. Mrs. Ronney is just recovering from a seige of, severe sickness and is in a weakened condition.

Bishop Smith Convalescent—David Smith, of the presiding bishoppic, who recently underwent an operation at the Groves L. D. S. hospital for appendicitis, is so far convalescent that he expects to be at his post at the general bishop's office this afternoon or tomorrow. on or tomorrow.

Funeral of Mrs. Moses—The funeral of Mrs. Ruth Ridges Moses, who died Wednesday afternoon at the home of her daughter, Mrs. Albert Swain, will be held at East Mill Creek on Friday at 1 p. m. The interment will be at Big Cottonwood cemetery.

Big Cottonwood cemetery.

Teachers Pay Roll—L. P. Judd, clerk of the board of education, came to a hard problem this week when the first semester of the school year closed and he began to figure up the salary lists for the first three weeks in January. Under the salary schedule the teachers receive so much, and then so much more for as many ninteenths of one-fourth of something else as they taught. Anyway the pay roll was completed this morning and it amounts to \$40.07.23. The teachers on an average will receive \$5 for attending the state teachers institute.

Land in Dispute—Land to the ex-

Land in Dispute—Land to the extent of 240 acres in Emery county is the bone of contention which is being fought for before the receiver of the land office today in the case of the state of Utah and Charles H. Glbbs against the United States. The land in question is embraced in the insane asylum list No. 37 and is valued at about \$30 an acre. The land was sold to Charles H. Glbbs by the state as agricultural land and the government now claims that it is mineral land.

now claims that it is mineral land.

Heart cut out by Street Car—A
street car ran over a dog, apparently
of some value, at I street and Ninth
avenue, Wednesday afternoon, in
such a peculiar way as to cut the
animal's heart out, as cleanly as if
done with a knife, and yet multilato
no other part. The organ lay palpitating on the snow for some seconds before ceasing to beat, while the dog
lay some distance away. The dogs
killed by street cars will average two or three a week. The dogs think it sport to chase after the cars and bark at them, and at times run in front of them.

#### PERSONALS.

J. A. Hyde, prominent in politics in central Utah, is up from Nephi on business.

Fred C. Salter, European traffic manager of the Grand Trunk Railway company and the Canadian Express company, is in Salt Lake after an absence of 23 years. He is naturally astonished at the many changes that meet his gaze. Mr. Salter is being shown about town by Mr. W. C. Spence.

Frank V. Cook, formerly a business man of Salt Lake, but now represent-ing a St. Louis electrical house, is registered at the Knutsford. Mr. Cook has many friends in Salt Lake who a glad to see him in town once more.

J. C. Pyle, a leading attorney of Butte. Mont., representing some of Senator W. A. Clark's interests in Montana, is a guest at the Knutsford.

Mr. and Mrs. M. C. Jones have mov-ed to the Kenyon hotel where they will make their home for the rest of the winter. winter.

Samuel J. Whitten, of the Standard Printing Ink company, Cincinnati, is in the city today.

CUTLER'S \$6.50 SUIT SALE. All Next week-36 Main Street.

## THE SAFEST. THE BEST

If converted to the idea of storing your valuables in safe deposit vaults you maturally want to select a vault that will be secure—not one that fire may easily destroy or that burglars may penetrate with their nefarious

trate with their netarious tools.

The Utah Savings & Trust Company's vaults are fire and burglar proof and they are located in a fire proof building at No. 235 Main Street, Salt Lake City, in the business heart. Their lock boxes are the latest model. They have private booths for use of customers and courteous attendants.

cases to import a desirable stone. It is for this grade that there should be a wide range in the limitations, and yet the minimum requirements should be severe enough to shut out a decidedly inferior stone. We should not want to accept a stone that would not give results of at least 10 for coefficient of wear, 14 for hardness, 10 for toughness and 20 for cementing value.

wear, 14 for hardness, 10 for toughness and 20 for cementing value.

"A road of the suggested third grade could be built of any local stone that might be obtainable as long as it had any of the needed qualities of the road metal. The few limitations could be just severe enough to shut out any stone that had weathered badly or had not shown any merits for use as a road stone.

These limitations set forth by limitations set forth by

road stone."

These limitations set forth by Mr. Greenman amount to fairly severe requirements for the first grade of roads and only the best grades and most durable rock can fulfill them, but the rough usage that such a road will be subjected to in carrying its heavy burden will only permit of the best metals. The rapid motion of vehicles and especially the rapid locomotion of the vehicles of today, require us to build more substantial roads than ever before. The conditions imposed on the stone for second and third grade roads can be fulfilled by many ledges of rock in the state that are easily accessible.

SELECTION OF MATERIALS.

We can only make intelligent selections of rock for our use in the State of Utah, after we have experimented with a great deal of the available stone. If a committee of men should be appointed to gather samples of all the stone that may be used for road building and make tests on it and then tabulate their results, long before the choice of a stone for any particular road should be made, then in writing specifications, making estimates, and calling for bids, engineers and road commissioners would know, approximately at least, where the desirable grades of rock could be found. It seems abourd to make an estimate of the cost of a road, vote the money to build it, draw up specifications, and then go out and hunt for a rock that will fulfill the conditions. In the delivery of steel, or brick, or any manufactured product, that might be done; the tests might be made after all is manufactured and acceptance or rejection might be had as a result of the tests. With stone, however, we would not go out into the open market and purchase a stone of a specified coefficient of wear, hardness, toughness, etc. The engineer is apt to select the kind of stone and quarry and ask the contractors to bid on the delivery of that particular rock.

Having in mind the usefulness of advance study of the properties contained by different rock for roadbuilding, the University of Utah, and in particular the testing department of the State School of Mines, an institution of the state, began the installation of a road-testing laboratory. During the past two years, there have been installed standard abrasion cylinders for testing paving brick and macadam rock, standard impact testing machines, etc. A rather preliminary investigation of many of the rocks in the valley was made and a report of the same was published by the State School of Mines in its bulletin. No, 2. These tests show a wide variety of results. Of the limestones tested, some, 2se Justless while others could easily be accepted. There is a great deal of difference in the wear of th

of good roads with the farmers of the northern portion of the state, and upon making some comparisons between the use of broken rock, or macadam material for road making, and the use of the earth road, he had found that the macadam effected a saving of 10 cents per ton mile over the earth road. "If half the families of the state," said Prof. Jensen, "or 30,000, in approximate numbers, haul 100 tons of produce five miles each year, which is taken to be a very conservative estimate, then the saving to the state in one year would amount to nearly \$2,000,000. And this amount expended upon the roads of the state, would give us many miles of improved roadways." The comparative cost of maintaining earth roads is 18 cents per ton mile and for macadam roads 8 cents per ton mile.

CALEB TANNER SPEAKS. Next on the program was a paper by Caleb Tanner, state engineer, treating on the good road bills passed by the last legislature, and the benefits the state on the good road bills passed by the last legislature, and the benefits the state would receive by the enforcement of the same. Mr. Tanner gave an exhaustive review of the five good roads bills which became laws at the last legislative session, comprising chapters 96, 97, 118, 119 and 120 of the session laws. Chapter 96 empowers the county commissioners to use the labor of convicts in the construction of roads in the respective counties; chapter 97 itses the standard of construction for roads; chapter 118 edines the powers of county commissioners, with relation to roads; chapter 119 ereates a state road commission, consisting of the governor, state engineer, treasurer, a member of the faculty of the state agricultural college and a member of the faculty of the state university, and gives this commission authority to designate and select a system of state roads; chapter 120 provides for the levying of a special district road tax, and apportions certain amount of the tax to the abutting property owners and those benefited by the construction of roads under its provisions.

Mr. Tanner said the operation of the law had thus for been gateful exercised.

the construction of roads under its provisions.

Mr. Tanner said the operation of the laws had thus far been satisfactory in many parts of the state, although it is too early yet to expect the best results. His lecture was replete with suggestions for the improvement of roads and showed that great benefits would come to the state as the result of the enforcement of the good roads laws.

Before reaching the noon recess, a motion was carried to the effect that all counties should select vice-presidents for the coming year this afternoon, so that the election of officers,

people to build and pay for such mile of road; the District of Columbia, 1,459 people to each mile; Massachusetts has 164 to each mile; Massachusetts has 164 to each mile; Mew Jersey, 127; Ohio, 59; Utah has 8 people to each mile; Idaho, 9; Wyoming, 8; Colorado, 17; Nevada, 3.

We are entitled to conclude, then, that if a horse can draw on a macadamized road nine times as much as on sand or in mud, that while Idaho, Wyoming, Colorado, Nevada and Utah are hauling with difficulty one ton, eastern people can haul nine tons. The argument does not stop here, for to haul nine tons we require nine men, nine wagons, nine tames, nine harness equipments: nine times the expense of feeding horses, wages for nine men, and the expense of upkeep to same. Added to this is the accelerated disadvantage of market and time of transit, all being vital considerations.

Good roads of the eastern states afford the farmer ready access to the early season and early morning markets, add annually to his net prosperity, while his neighbor, remote from such roads, raises nothing marketable, hence nothing represents his annual net earning.

HAULING SUGAR BEETS.

HAULING SUGAR BEETS

S. E. Stannard, Sait Lake; E. D. Cornellson, Sait Lake; A. R. Capner, Garland; H. E. Redlings, Bear River; O. F. Peterson, Sait Lake; W. E. Hubbard, Sait Lake; J. E. Schwartz, Sait Lake; F. R. Dildine, Cheyenne, Wyo.; John L. Thomas, Cheyenne; Geo. McKuhn, Eureka; D. E. Adams, Tremonton; T. W. Sardal, Tremonton; A. W. Valentine, Brigham City; J. P. Christensen, Tremonton; Geo. Godfrey, Clarkston; John Quayle, Logan; Alma Merrill, Richmond; C. R. Evans and J. R. Jones, Malad, Ida.; W. D. Kuhre, Sandy; A. Robert Carson, Sandy; W. W. Wilson, Sandy; Alma Greenwood, American Fork; A. K. Hansen, Richfield; H. C. Christensen, Richfield; H. C. Christensen, Richfield; H. C. Christensen, Richfield; Fred C. Keller, Manti; J. W. Morrell, Logan; J. C. Allen, Logan; James B. Stoker, Bonneville; James Hess, Fielding; Geo. W. Nixon, Holden; Georgo Y. Meyers, American Fork; Oliver B. Huntington, Springville; James S. Gills, River City; D. C. Strong, Alpine; J. W. Cahoon, Murray; J. W. Thornley, Knysville; Robert Skelton, Sait Lake; E. G. Burgess and H. F. Jorgensen, Sailna; Orson Neilson, Brigham; Samuel Kent, Lewiston; C. A. Hickenlooper, Ogden; William M. Cowley, Richfield; F. A. Cooper, Jr. West Jordan; A. R. Scott, Sandy; John F. Brown, Kanab; J. W. Gay, Kaysville; E. R. Sherman, Buhl, Ida.; J. B. Hall, Twin Falls, Ida.; H. B. Parkin, Woods Cross; R. G. McQuarrie, St. George; S. L. Richards, Sait Lake; John H. Wooten, American Fork; H. W. Brown, Murray; E. H. Beckstrand, Sait Lake; D. W. McAllister, Salt Lake; John H. Wooten, American Fork; H. W. Brown, Murray; E. H. Beckstrand, Sait Lake; D. P. Bunton, "Springville; M. M. Bush, Toole; C. K. Southworth, Castella; W. R. Van Fleet, Garland; Willard Snow, Salt Lake; Thomas C. Stanford, Carey, Ida.; J. C. Mackey, Granger; D. E. Jones, Gwenford, Ida.; J. H. Dredge, Malad, Idaho; R. T. Gwens, Malad, Idaho; John N. Davis, Vernon; I. M. Bates, Salt Lake; D. W. Prink, Salt Lake; Thomas C. Stanford, Carey, Ida.; J. C. Mackey, Granger; D. E. Jones, Gwenford, Ida.; J. H. Dredge, Washin Last year Utah and Idaho produced 660,000 tons of sugar beets, which, when refined, made approximately 194,000,000 pounds of sugar. Deducting the price paid the farmers for each ton of beets raised, it cost Utah and Idaho nine times as much to transport this crop as it would have cost Massachusetts, Rhode Island or any other state having good roads over which to transport farm products, which can do so nine times as cheaply and easily as western states. Beet-raising is but one of the varied industries of our western states, and, applying the same logic to the mining industry, the tonnage had increases to over twelve times this disadvantage. the mining industry, the tolineases have increases to over twelve times this disadvantage.

The actual loss annually from crops produced will do for the western states all and more than for eastern states. While standing on the \$3,000,000 steel bridge spanning the Ohio river at Cincinnati recently. I saw an industrial procession, loaded with all kinds of commodities, going from Covington, Ky., on one side, to Cincinnati on the other. There was nothing unusual about the variety of vehicles or loads they carried, but there was an unusual fact that all the products of the neighborhood, coupled with the industry thereabouts, had fully warranted the expenditure of \$3,000,000 on one bridge, and near by scores of others almost as expensive. The butter and eggs, the garden truck and farm products largely built that, as also the notable structures spanning the great rivers of events and the state of the state o res spanning the great rivers of other city advanced in industry

ry other city advanced in industry and commerce as they are. Every city west of the Missouri river has the same opportunity as those of the far east, and with the wealth of our mines, our sugar beets, and varied farm products, we can build roads as they do in the east. Chicago can have fresh eggs for breakfast delivered 32 miles in less time than the Davis county farmer can drive in from the Hot Springs. The same applies to all products.

MILLIONS FOR PLEASURE.

MILLIONS FOR PLEASURE.

Rural townships in the east have school routes whereby the citizens take turns in gathering the children in comfortable carriages, and with ease and dispatch carry them to and from schoolhouses, at whatever distance.

The millions annually being spent for pleasure over the highways of Europe invite us to build roads and share the benefits.

Three hundred thousand automobiles are being built this year by eastern manufacturers, but how many of them we will own, tax and enjoy in the west depends largely upon the building of roads upon which the owner will risk his expensive machine.

depends largely upon the building of hoads upon which the owner will risk his expensive machine.

One of the best-known road substances is imported from South American and other foreign countries, on the water, thousands of miles distant, while in Uintah county, Utah, there is almost a limitless supply. California built a road to her deposits and is today supplying Sait Lake City streets. We need it and the world wants to buy it. Can't we build a road to it? Every state in the intermountain country has mutual interests and the bond that has made firm the union of states must be strengthened by the mutuality of our common interests. The civilization of our times demands action and the golden empire of the west invites us to join hands with the east, whose roads have led to the present monuments of her industrial greatness.

Late in the afternoon Gov. Spry received word from Gov. Brady of Idaho that he could not be present. Gov. Brady delegated to P. G. Johnston of Blackfoot the task of reading his paper on Friday.

per on Friday.

#### CONVENTION NOTES.

R. C. Skelton's Paper Shed Light on Western Roads in Comparison.

An interesting event of Wednesday afternoon was the paper of Robert C. Skelton, of Salt Lake, on "The advantage of good roads in the eastern states as compared with poor roads in the west." Mr. Skelton is an enthusiastic advocate of the good roads movement and is perhaps as well informed on the subject as any man in the country. His paper follows:

The numerous evolutions of the human race since primeval times has marked indelibly the epochs, also the avenues and transition from one stage of civilization to another, until today we have real as well as metaphorical highways down through the ages chronicled in most instances, by nature's unerring hand either in gradually developed races of the human family, or the silent tombs of beings or things gone astray from the paths of progression and advancement of conditions and circumstances with which they were environed.

Savagery left its footprint to be succeeded by culture and refinements, each had its pathway thither through the minds of the philosopher, or the jungles of unexplored continents, where footpaths were all sufficient, there being no vehicles—no roads were needed, Succeeding these conditions rude wheels required power to draw them—a stage onward, through thickets, mountains, deserts and plains gave way for passage and more convenient transit from place to place. Fnally animals tamed and more convenient transit from place to place. Fnally animals tamed and more convenient transit from place to place. Fnally animals tamed and made to bear the burden of draft, marked another step toward the various civilizations of the world.

Roads are built because they are needed. Why are they needed?

First, because existing conditions of civilization have ever demanded the avenues through which life's necessities can be transported.

Second, wealth demands the highway upon which pleasure, sightseeing and mirth may be gratified. J. H. Dodge, of the public roads section of the department of agriculture at Washington, arrived in Salt Lake this morning to be in attendance at the good roads convention. He will deliver a lecture Friday morning, "The government is in hearty sympathy with the good roads movement," said Mr. Dodge this morning, "and will furnish all the assistance possible. Your state organization is a step in the right direction and will result in bringing your roads up to the standard desired by the government and by those who use the roads."

John N. Davis, representative in the

John N. Davis, representative in the legislature from Uintah county, is a delegate at the good roads convention. Mr. Davis says the winter has been quite severe in eastern Utah, and a great deal of snow has piled up in the

Representative R. Porter of Morgan county, is in attendance at the convention. Mr. Porter was one of the valiant champions of the good roads bill, and expressed his satisfaction with the practical working out of the ideas contained in them for the betterment of the highways of the state.

CUTLER'S \$6.50 SUIT SALE.

# COURT NEWS

EARLY ROADS.

Under such conditions the task is comparatively easy, but back of all this is the pressing necessity for good roads; hence their construction. Necessity in early times impelled the construction of roads, as in the case of the Great Cumberland highway, undertaken by the government in 1793 or thereabouts, running from the Atlantic through Pennsylvania, Ohio, Indiana and having for its objective point the Mississippi river at St. Louis. The motive behind the project to build the Union Pacific railroad was quite different; in the former case the cotton of the southern states sought delivery at northern mills, and the infeasibility of transporting products from Atlanta, Mobile and New Orleans made it imperative that a road or avenue of some kind be built to haul the commodities to and from the distant extremes. In the case of the Union Pacific railroad there was no congestion of commerce demanding its construction, but beyond the then populous portion of the United States lay the golden west, and, awakened by the spirit of progress already well under way in the east, enterprise, adventure and fortune invited the promoters to forge ahead and possess the great western empire, then unclaimed and unsurveyed. Ever since the uniting of the rails on Promontory mountain, Utah, the subject of road-building in the United States has had a different phase. The Pacific ocean has been landling on our western shores her rich oriental cargoes, which, with dispatch, have gone overland to the eastern centers, augmenting population to an abnormal extent in some cities and localities where, as a necessity, good roads had to be built to make possible travel to and from farm and factory with life's necessities. We observe, then, that an era of reclaiming the latent wealth of this continent has dawned and fastened itself upon the present civilization of the world, including most conspicuously the great western empire of North America.

WHAT A HORSE CAN DO. AN ACCOUNTING SOUGHT. E. A. Ulrey and Fred L. School rought an action in the Third district claims which the four were to work on pooled capital. The company's incor-poration was for 500,000 shares of the par value of \$2.50 each and between Jan. 1, 1908 and Jan. 1, 1909 the plain-Jan. 1, 1908 and Jan. 1, 1909 the plain-tiffs say that they contributed \$900 to the development of the property. An accounting is sought for 160,000 shares of the capital stock of the company. No allegations of fraud are made, the action being a simple request for the accounting.

MRS, CHASE WANTS HER DRESS. MRS. CHASE WANTS HER DRESS.

Mrs. Fannie Chase brought suit in the civil division of the city court this atternoon against Mrs. M. A. Haywood, seeking the return of a dress or of its value, \$50. Mrs. Chase says that in San Francisco in 1906 she gave Mrs. Haywood, who was then Mrs. Cameron, a dress to be made up. Then the earthquake came and soon after Mrs. Cameron and Mrs. Chase were lost to each other. Much correspondence has sought the location of the dressmaker and finally Mrs. Chase found that she was in this city. She says that she made a demand for the dress and was refused, then she says that she asked WHAT A HORSE CAN DO.

On the poorest of earth roads, not muddy, but sandy, a horse can draw twice as much as he can carry on his back; on a fair road, three and one-half times as much; on a good macad-amized road nine times as much; on a smooth plank road, 25 times as much; on a stone trackway, 35 times as much, and on metal rails, 54 times as much. Comparing, then, eastern roads with western roads, we must take sides with ourselves and claim that for each mile of road in Rhode Island, there are 181

# Dayton Drug Co. -

An unusually interesting list of cut rate drugs to be had at either of

our two stores this week. 50c La Blanche Face Powder 50c La Blanche Face Powder
25c Pivers Talcum Powder
\$1.00 Cokes Dandruff Cure
75c Colgates Violet Water
25c Colgates Talcum Powder
25c Williams Talcum Powder
Regular 25c Listerine
Colgates Ribbon Tooth Paste
Regular \$1.00 Ideal Hair Brushes
25c Sanitol Goods
50c Del Fosse Cold Cream

Godbe-Pitts Drug Co

APPEARS AND ANSWER

**BROKER DICKINSON** 

for its value and was with a similar rebuff. Now she brings suit to recover the amount.

#### MRS. HYLAND LOSES.

Your

Orders

MRS. HYLAND LOSES.

The supreme court reversed Judge J.
A. Howell of the Second district
court this morning in a decision
handed down in the case of Joseph
W. Young, appellant, against Mrs. handed down in the case of Joseph T. Young, appellant, against Mrs. Elma Hyland in which the lower court decided in favor of the defendant. The action was brought over a disputed boundary line of some property on Grant avenue in Ogden. The supreme court held that the primary survey which was made of the city before it was incorporated decided the legal boundary of property. The 'Ogden city survey' gave Mrs. Hyland 5 feet of Young's property and she attempted to claim it and the lower court gave her title to it. The case was remanded for a new trial and the cause was laid out by the opinion which the lower court is to follow.

#### NO CAUSE FOR ACTION.

Judge George G. Armstrong granted a non suit yessterday afternoon in the case of Mrs Anna Anderson against Mrs Wallace M. Bransford for \$2,500 for personal injuries received when she fell down a stair way at the Bransford apartments. It was held by the court that Mrs. Anderson had no cause of action and the case was dismissed.

#### THIEVERY IN WHOESALE LOTS

Soldiers Implicated in Thefts of Gov ernment Property Under Arrest.

stationed at Fort Douglas unearthed plot today which has been in operation for some time and upon which they have been working for soveral days whereby soldiers at the post have been carrying on thievery in wholesale proportion. The patrolman and officer visited the home of C. H. Hicks, who has been employed in hauling garbage from the post, and there found several articles of military clothing and various other articles of government property. The arrest of a guard and two prisoners at the post followed. It is said that the guard and the prisoners operated together and that they put clothing and other articles in the garbage cans and had them hauled away by Hicks. Hicks was not arrested, for the officers say that they have not established his connection with the case. plot today which has been in operation

A private safe may be rented in the fire and burgiar-proof vaults of the Salt Lake Security & Trust Co., 32-34 Main street, \$2.00 per year.

#### LIBERALS WILL CONTROL **ENGLISH GOVERNMENT**

London, Jan. 27.-With the exception London, Jan. 27.—With the exception of two Scottlish countles where the returns are snowed in reports of yesterday's elections are now complete. The Liberais add 16 seats to their previous total, the Unionists three and the Laborites and Nationalists two each. This makes the position of the parties today as follows:
Government coalition:

today as follows:
Government coalition:
Liberals, 249; Irish Nationalists, 76;
Laborites, 40.
Opposition:
Unionists, 258.
The Unionists from today's return
place three seats gained and the Liberals one, making the net Unionist
gain to date an even 100.

#### DIED AGED 119.

DIED AGED 118.

Elyria, O., Jan. 27.—"Uncle John"
Ramsay, 119 years old, thought to have
been the oldest person in Ohio, died
at the county farm near here last
night. Ramsay was a slave and escaped 49 years before the Civil war, going to Oberlin, which later became historic as a station for the underground
railway for escaping slaves.

#### POSTMASTERS AND PATENTS.

Washington, D. C., Jan. 27.-Hubert S. Ladd has been appointed postmaster at Hudson, Fremont county, Wyo., vice W. M. Wingert, removed.

Utah-John M Patents issued: Browning, Ogden, safety device for fire arms; John M. Callow, Salt Lake City, screen sizing and separating ma-chine, Theodore R. Sundberg, Salt Lake

chine, Theodore R. Sundoerg, Suit Lake City, valve, Idaho—Henry Catmull, Rupert, beet topper; Clarence T. Newland, Kooskla, wire stretcher; Wm. E. Seelye, Coeur d'Alene, steam turbine. Wyoming—Howard Brown, Buffalo, attachment for seeders.

#### BEEF TRUST HEARING.

Chicago, Jan. 27.—More testimony regarding the workings of the so-called beef trust was heard today by the federal grand jury. It became evident that the government intended to hear from representatives of all the leading

companies.

Six more subpoenas were served on employes of Swift & Company and Armour & Company today. The chief cattle buyer and another buyer of Swift & Company were summoned. Armour & Company's list was composed of three buyers and a department manager.

# CONVICTED OF OBSTRUCTION

Sydney, N. S. W., Jan. 27.—President Bowling, of the Northern Miners' association, was convicted today of obstructing work at the mines during the strik and sentenced to one-year at hard labou in prison. Three other strike leaders we given sentences each of eight month at hard labor, while a number of miners were condemned to brief terms of imprisonment.

#### WEBSTER'S

UNABRIDGED DICTIONARY

At cut rates to all paid-up subscrib-ors of the Saturday or Semi-Weekly News. Only \$2.50, at our office. Postage 75 cents extra. LEGAL BLANKS Of every character and description, arranged from the best legal forms, and brought strictly up to date.
A full supply always on hand at the Descret News Egok Store.

Painless extraction of teeth or pay. All work guaranteed.

We Treat You Right.

HONEST WORK HONEST PRICES

Chicago, Jan. 27.—John Dickinso the Chicago and New York broke who failed for \$215,000 a year ago as who has been wanted for months to tostify before Referee in Bankrupte Eastman, appeared yesterday and wa questioned by attorneys for the cre-litors. duestioned by attorning to the various fitors.

According to Mr. Dickinson, he was robbed by employes and has turned over everything to his creditors of the process of the various for the broker, said the reason for Mr. Dickinsons non-appearance was due to misunderstanding.

"Where have you been passing you time?" asked Atty. Ringar, for the creditors.

California, which belongs to my wife," he answered.

"What were you doing?"

"Why, helping plow and pitch hay and doing other things about the farm."

Ringer questioned Dickinson closely concerning his trip to Europe immediately after his failure, the amount of money he took with him and what he spent there. The broker declared he took only \$1,200 and that he spent only an average of \$3 a day while staying in Paris.

The broker will be questioned further today.

BIG FIRE IN BAKER CITY.

Baker City, Or., Jan. 27.—Fought only by volunteers with garden hose and dampened blankets, a fire starting shortly after midnight, here did dam-age estimated at \$284,000, partly cov-ered by insurance, before it was placed under control at 3 a. m. For a while the greater part of the city was threat-ened, and only roof-snow saved much of it. ened, and only roof-snow saved much of it. The chief sufferer was the Baer Mer-cantile company, loss \$30,000, insur-ance \$60,000.

## COLUMBIA LAW SCHOOL WILL ADMIT WOMEN

New York, Jan. 27.—For the first time in the history of Columbia university women are to be admitted to courses in law and medicine. They will be received at the summer session which opens in July.

# FUNERAL NOTICE.

Funcral services over the remains of Edward Hoffman will be held from the Edward Hoffman will be held from the 22ks club on Sunday, Jan. 30, 1910, at 22ks willing to view the remains may do so at O'Donnell & Co. 3 parlors.

The funeral of Al Dunian will be held at 1 p. m. Friday from O'Donneil's chapel, with burial at Mt. Olivet.

The funeral of Motorman Davis will be held at II a m. Friday from Evans's chapel, with interment in City ceme-tery.

### DIED.

BARRON.—At 1620 Johnson street, Poplar Grove, Jan. 28, 1910, of pneumonia, George, son of Joseph and Margaret M. Williams Barron; born Jan. 19, 1994, In England. Funeral services Friday at 1 p. m. from the Poplar Grove meetinghouse. Friends are invited to attend. Interment in City cemetery. Ogden papers, please copy.

DAILEY.—At the family residence, 1912
First avenue, Katherine, beloved daughter of Mr. and Mrs. M. J. Dailey, in her fourth year.
Notice of funeral will be given later.

POTTER.—In this city, Jan. 25, 1910. William Stanton Potter in his 67th year. Funeral services will be held from the late residence, 744 south Fifth East street, Friday, Jan. 28, at 2 p. m. Interment in City cemetery.

STEWART.—In this city, Jan. 26, 1910, J. S. Stewart, in his 59th year. Funerial services were held from the S. D. Evans mortuary chapel, 48 south State street, today, at 1 p. m. Interment in Mt. Olivet.

DAVIS.—In this city, Jan. 25, 1910, Orange H. Davis in his 43rd year. Funeral services will be held from the S. D. Evans mortuary chapel, 48 south State street, Friday, Jan. 25, at 11 a. m. Interment in City cemetery.

MILNER.—In this city, Jan. 25, 1916, Thomas W. Milner, in his 58th year. Remains are at the private reception rooms of Eber W. Hall, 164 south West Temple. Notice of funeral later.

NIELSEN.—In this city, Jan. 27, 1910, Lars Nielsen, brother of Frederick Niel-sen, of 66 Grape street, this city, in his 67th year. Native of Denmark. Funeral services Sunday, at 12:30 p.m., from the funeral chapel of Joseph Wil-liam Taylor, 21 south West Temple street. Friends are invited to attend. In-terment in City cemetery.

NOYCE.—In this city. Thirty-second ward, Jan. 27, 1910, William Noyce in his 73rd year; born in London, Eng-land. land.

Find a services Sunday, at 2:39 p. m., from the funeral chapel of Joseph William Taylor, 21 south West Temple street. Friends are invited to attend. Interment in City cometery.

R. E. Evans. Florist, 36 S. Main St. Floral designs a specialty. Phones 961. FOR RENT.

A MODERN 5-ROOM COTTAGE. EN-quire No. 10 Wayne Ave. Bell 2027-z.

LOST. ONE SORREL THREE-YEAR-OLD mare colt, white star in forehead, black mane, black tail Had halter and rope on when lost. Reward. Call Murray. Bell 43 Black.

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